

# PLANNING COMMISSION REPORT



MEETING DATE: September 28, 2005      ITEM No. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT      **Windmill Pass – 11-GP-2005 & 20-ZN-2005**

REQUEST      Request:  
1. A Major General Plan Amendment of the Land Use Element from Office to Suburban Neighborhoods on a 9.5 +/- acre parcel located at 28000 N Alma School Parkway.  
2. To rezone from Single Family Residential District Environmentally Sensitive Lands (R1-43 ESL) to Service Residential District, Environmentally Sensitive Lands (S-R ESL) on a 7.73+/- acre parcel located on the south side of Carefree Highway, west of Scottsdale Road (6839 E Carefree Highway).

**Key Items for Consideration:**

- Proposal would change the site from single family residential to minor office use.
- Development would consist of 1-story buildings with parking below and at grade.
- The surrounding neighborhood residents do not support the proposal.

**Related Policies, References:**

General Plan  
Scenic Corridor Design Guidelines

OWNER      Don Jensen & Jim Waterworth  
480-575-8300

APPLICANT CONTACT      Sam West  
480-994-5728

LOCATION      6839 E Carefree Highway



BACKGROUND      **Major General Plan Amendment.**

The Growing Smarter Acts (state statutes) required cities to establish criteria for major amendments to the General Plan. The Scottsdale City Council established the criteria for a major General Plan amendment in February 2001. Those criteria are a part of the city's General Plan, and include a land use change matrix, a property size criteria, and Character Area and Water/Wastewater Infrastructure criteria. If a proposed change meets any of the criteria, the proposal constitutes a major amendment to the General Plan. A land use change from Suburban Neighborhoods to an Office designation is considered a major amendment, regardless of the size of the parcel.

**General Plan Land Use Designation.**

This property is designated Suburban Neighborhoods on the General Plan Land Use Map. Surrounding this parcel on the west, south, and east are Suburban Neighborhoods designation. North of this parcel is the Town of Carefree with the equivalent of a Rural Neighborhoods designation. No character area study has been approved, and no neighborhood plans have been proposed or completed for this area.

**Context.**

This is located on the south side of Carefree Highway, at the intersection of Stagecoach Pass Road.

|  | Use                      | Zoning  |
|--|--------------------------|---|
| Subject Property                         | Single family residences | R1-43 ESL (Single Family Residential, Environmentally Sensitive Lands)                  |
| North / Northeast / Northwest (Carefree) | Single family residences | Town of Carefree zoning Rural-70 (Single-family residential)                            |
| South                                    | Unimproved               | OS (Open Space), R1-10 ESL (Single Family Residential, Environmentally Sensitive Lands) |

The closest existing commercial developments on Carefree Highway are at the following two locations:

1. The southwest corner of Carefree Highway and Scottsdale Road. This is a C-2 ESL (Central Business District, Environmentally Sensitive Lands) zoned property developed with a commercial shopping center.
2. The southeast corner of Carefree Highway and 60<sup>th</sup> Street. This is an SR ESL (Service Residential, Environmentally Sensitive Lands) zoned property developed with an office building.

APPLICANT'S  
PROPOSAL

**General Plan Amendment.**

The applicant is proposing the following amendment to the General Plan:

- Land Use Element designation amendment from Suburban Neighborhoods to Office (Minor).

The Suburban Neighborhoods designation provides for a range of medium to small-lot single-family neighborhoods or subdivisions. These land uses are designated to accommodate a mix of dwelling types and densities for a variety of neighborhood and environmental conditions, and other uses that support residential land uses, such as shopping and small business. Where Suburban Neighborhoods are designated, the corresponding residential zoning regulations may allow a limited number of non-residential uses, such as places of worship, neighborhood parks, schools, etc., that provide community assets and services essential to balanced residential areas.

Densities in Suburban Neighborhoods are usually more than one house per acre, but less than eight houses per acre. This category also includes some townhouses and can also be used for small lot single-family homes such as patio homes. The terrain should be relatively flat, or gently sloping, to accommodate this density. Preservation of environmental features

(particularly in desert settings near the mountains) is a key consideration and in the past has often been accommodated through master-planned communities or clustering.

The Office designation “includes a variety of office uses. Minor offices have a residential scale and character, often in a campus setting. Minor office uses generate low to moderate traffic volumes, and could be located along collector as well as arterial streets. They are generally one-story structures, with at-grade parking (Zoning categories determine buildings heights and setbacks). Strict development and landscaping requirements will protect adjacent residential uses.”

The applicant has indicated that his proposal will be for a minor office land use, and the proposed SR zoning is consistent with minor office development.

### **Zone Change.**

The applicant proposes to change the site zoning from R1-43 ESL (Single Family Residential, Environmentally Sensitive Lands) to SR ESL (Service Residential, Environmentally Sensitive Lands) to allow for redevelopment of this property with office use. The proposed site plan shows a total of four 1-story office buildings comprising 64,800 square feet, with surface parking and below grade parking.

To support the zone change, the applicant has conducted a market analysis. This analysis demonstrates that in this area there is a limited amount of existing new office space.

### **Key Issues.**


- Neighborhood office services should be provided in close proximity to residents.
- The existing single-family residences are isolated from other residences and not within a neighborhood community context.
- The properties front onto a minor arterial street, a street classification appropriate for office uses.
- Carefree Highway is a designated Scenic Corridor and the Scenic Corridor Design Guidelines should be followed.
- Protection of the major wash corridor on the east side of the property is encouraged.

### **Development information.**

- |                                   |  |
|-----------------------------------|--|
| • <i>Existing Use:</i>            | Single family residential                                  |
| • <i>Buildings/Description:</i>   | Propose 4 office buildings                                 |
| • <i>Parcel Size:</i>             | 7.73 gross acres/6.46 net acres                            |
| • <i>Building Height Allowed:</i> | 18-feet  |
| • <i>Floor Area:</i>              | Propose 64,800 gross floor area                            |
| • <i>Parking:</i>                 | 216 parking spaces proposed<br>216 parking spaces required |

GENERAL PLAN  
ANALYSIS**General Plan.**Land Use Element and Economic Vitality Element:

Two of the goals of the Land Use Element involve maintaining a balance of land uses for residential and supporting non-residential uses that will maintain the city's economic base and encourage land use patterns that reduce automobile trips. Approaches discuss encouraging land uses that contribute to the character of the community and sustain a viable economic base. The Economic Vitality Element also addresses this issue when it encourages locating neighborhood serving non-residential areas that are in proximity to neighborhoods and residential concentrations.

There are two distinctive types of office developments that may occur as a result of an Office land use designation: Major and Minor. Major offices have more than 1 story and may have underground parking; this use would characteristically be found in a central business district, major commercial core, or freeway interchange. Minor offices have a residential scale and character, as described above and are intended to blend with and be compatible with surrounding residential uses. Through the zoning process the distinction of Major versus Minor office development for an individual site becomes apparent. However, at the time of General Plan land use designation, there are some site characteristics that can be used as indicators as to whether a site is viable for Major or Minor offices. This site is environmentally constrained with natural features that limit its development potential; is located within the ESL overlay district; and is surrounded by single-family residential development; there is no freeway interchange, commercial core, or central business district nearby – thus Minor office General Plan, zoning and development would be more appropriate than Major office for this site. 

Open Space and Recreation Element:

- The Open Space Map of the Open Space and Recreation Element of the General Plan designates Carefree Highway, this application's northern boundary, as a Scenic Corridor. The Scenic Corridor Design Guidelines should be applied during the development process with a 100-foot scenic buffer designated. No development is permitted within this 100-foot buffer other than trails, multi-use pathways, and regional drainage facilities. A Secondary Trail is planned along Carefree Highway.

Additionally the Open Space Map indicates that a "Major Wash Corridor" crosses this site. The following approach listed under goal number one should be considered:

- "Permanently secure an interconnected open space system to maintain visual and functional linkages between major city open spaces. This system should include significant Scottsdale landmarks, major drainage courses, regional linkages and utility corridors."

Character and Design Element:

The Character and Design Element of the General Plan designates this site within the Suburban Desert Character Type. This Character type typically contains "...medium density neighborhoods that include a variety of commercial and employment centers and resorts. A wide variety of recreational and leisure opportunities are integrated into the fabric of these districts. Pedestrian and bicycle linkages from neighborhood to neighborhood

and from neighborhood to commercial, cultural, educational and recreational components are vital in weaving these areas into a livable community.”

The Streetscape Map designates that the subject area streets should have a Natural Streetscape. Natural Streetscape areas should be composed of plants that are native to the local desert with densities of plantings that are similar to natural conditions. The General Plan suggests that the streetscape theme be applied to areas within the public right-of-way as well as the area between the right-of-way and building setback line. The Scenic Corridor Design Guidelines should be implemented along this property’s northern boundary, and these guidelines could be used to guide the remaining street frontage landscape themes.

Preservation and Environmental Planning Element:

The Preservation Element contains Goals that specifically discuss safeguarding the natural environment and achieving a sustainable balance between the conservation, use, and development of our natural resources. There is a major wash corridor on this property that will require sensitive treatment throughout development and planning of this site. Specific Approaches in this Element include:

- Preserve the unique, rare and significant features of Scottsdale’s natural environment.
- Encourage developments to retain and integrate the desert ecosystem where appropriate.
- Integrate environmental quality protection into all phases of local planning and policy implementation.
- Encourage retention of the 100-year floodplains as natural drainage ways without permanent construction, rechannelization (where possible), and bank clearing or straightening.

Community Mobility Element:

One of the goals of the Community Mobility Element is to relieve traffic congestion. To that end it is recommended that the city emphasize “work, live, and play” relationships in land use decisions that will reduce the distance and frequency of automotive trips. Another goal discusses the relationship and balance of land uses within general areas that will help reduce the demand on transportation systems. The Element recognizes that different areas of the city have different character and distinction of mobility needs. Mobility choices that reflect the character and dominant lifestyle within a neighborhood should be encouraged, for example, in more rural, equestrian areas of the community, links to the citywide and regional trail systems would be desired. And yet another statement of the Mobility Element discusses promoting non-motorized travel for short neighborhood trips such as homes to retail or service centers.

## ZONING ANALYSIS

### **Development and Zoning.**

Much of the area’s existing office space was built 8 or more years ago and some of that is occupied while some is available for occupancy. At the corner of 60<sup>th</sup> Street and Carefree Highway there is about 14 acres of undeveloped property zoned for office use [SR (Service Residential) and SC (Special Campus)]. The Boulders Master Planned Community also has property zoned for office use that has not yet been developed. This land is located between Carefree Highway and Westland Road on the east side of Scottsdale Road and includes 20.79 acres zoned C-2 PCD ESL (Central Business District, Planned

Community District, Environmentally Sensitive Lands) and PCC PCD ESL (Planned Commercial Center, Planned Community District, Environmentally Sensitive Lands). This might suggest that there is an adequate supply of land available for office development. However, 19.46 acres of this commercial zoning were approved in 2004 for development with live-work units.

The proposed SR (Service Residential) district's purpose is for uses that are characterized by low volumes of direct daily traffic. The allowed uses include medium density residential uses including both multi- and single-family types, offices, studios, municipal uses, private and charter schools, churches and places of worship, day care center, wireless facilities, and pharmacy/prescription retail as an appurtenant use to an office building; uses allowed by Conditional Use Permit include banks, day care center if drop off is within 100 feet of a residential district, jewelry design/creation, vocational school for culinary arts/sciences, and wholesale jewelry/works of art. The development standards restrict the buildings and parking so that the uses remain small and have less impact on the surroundings compared to larger neighborhood and regional serving uses.

**Traffic.**

The site is located along Carefree Highway at Stagecoach Pass, approximately 1000 feet west of Scottsdale Road. Carefree Highway is currently one lane in each direction adjacent to the site; there is no left turn lane at the Stagecoach Pass intersection. The street carries approximately 13,500 vehicles per day along this section. The intersection of Carefree Highway and Scottsdale Road is currently signalized.

The approval of the rezoning request Single Family Residential (R1-43) to Service Residential (S-R) will result in an estimated 133 trips generated during the a.m. peak hour and 152 trips generated during the p.m. peak hour, and between 720 to 960 daily trips depending upon the type of business that will occupy the site.

Capacity calculations indicate that the unsignalized intersection of Carefree Highway and Stagecoach Pass will operate at LOS F in the PM Peak due to the poor levels of service on the stop controlled side street, which is typical for unsignalized intersections on arterial streets during the peak hours. These operations are experienced in existing conditions and with the addition of background traffic growth and site generated traffic in 2006 and 2010.

The signalized intersection of Carefree Highway and Scottsdale Road maintains good service levels in the 2006 and 2010 future conditions with the addition of the project's traffic.

**Water/Sewer.**

Water and sewer services will need to be extended to serve this site. Options for extension of services include either routing water/sewer lines along Carefree Road or establishing easements and extending lines through the adjacent Terravita subdivision. A water and wastewater study will need to be conducted at the time of Development Review application to determine the exact capacity service needs. The developer is required to construct infrastructure improvements.

**Scenic Corridors, Open space.**

Carefree Highway is designated as a scenic corridor with a 100-foot width. Because of the limited depth of this site (250-feet) an average 100-foot width is acceptable. Only regional detention basins are allowed within the Scenic Corridors. The applicant's drainage plans show basins within the Scenic Corridors. Because the Scenic Corridor dimensions may be averaged some of the basins, if appropriately designed, might be accepted along Carefree Highway – but these shall not be included as part of the Scenic Corridor width calculations for averaging. The applicant might need to reduce the amount of impervious surfaces (parking and buildings) thus reducing the detention requirements or make application for a storm water waiver to eliminate the need for detention basins.

This site is located within the Environmentally Sensitive Lands. A major wash crosses the site's southeastern side and should be preserved. The proposed site plan shows modification of this area to enhance buffering of the property to the south. Also, the site plan shows the proposed buildings and development encroaching into the wash. However, this jurisdictional 404 wash will need additional study at the time of Development Review to establish top of bank and ultimate construction boundaries.

**Community Involvement.**

The applicant has conducted outreach to inform the surrounding community of the proposed General Plan amendment. The applicant held one open house, and a letter of information was sent to nearby property owners. The response to the proposal has been predominately opposed, with limited support. Staff has received letters of opposition from owners of 22 properties in the area.

Some of the specific opposition comments include:

- Traffic/congestion,
- Noise, and
- Non-residential use proposed in area of only residential development.

In correspondence from the Town of Carefree, the Town states that there are no commercial uses planned on the north side of Carefree Highway, and it desires to preserve its residential character along Carefree Highway.

**Community Impact.**

This proposal is an infill development of a property surrounded by a master planned community on three sides and the neighboring community of Carefree. If care is taken in limiting the zoning to a minor office district (SR) and site design is done with sensitivity to the surrounding uses and the site's environmental features, an office designation would be appropriate in this area.

**Remote Hearing Summary.**

At the Planning Commission Remote Hearing on August 24, 2005 the Planning Commission allowed applicant presentation, public testimony, and asked questions about the proposal. The following bullets summarize the discussion:

- Two neighborhood property owners spoke in support of the change, preferring office development to residential.

- Four neighborhood property owners spoke in opposition of the change their concerns were:
  - Over-building of office supply,
  - Negative impact on views of natural features,
  - Traffic generation and potential for congestion,
  - Impacts on the wash and natural features, and
  - Suitability of the site's soils for building construction.
- The Planning Commission comments were specific to whether commercial office development would be realistic on this property.
  - What is the Scenic Corridor requirement? 100 feet is required and the site width is 250 feet.
  - Access to the site is from the intersection of Stage Coach Pass at Carefree Highway, and an emergency access point is farther west.
  - Why is Carefree Highway curved in this location? One of the neighbors stated that the street historically curved and was in that configuration when it was a dirt lane. The application title documents show that there was a straight alignment dedicated for the road along the south side of this property, however there are also dedications for the street along its curved alignment. It is likely the jurisdictional 404 wash presented challenges for street construction along the southern straight alignment (e.g. additional construction costs to cross the wash at a wider point).
  - Could this project support medical offices or less heavily parked office uses? The Zoning Ordinance requires Medical Office parking at 1 space per 250 square feet, and General Office parking at 1 space per 300 square feet. This concept site plan proposes parking for General Office use.
  - The building design should have a residential architectural vernacular.

STAFF  
RECOMMENDATION

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.


RESPONSIBLE  
DEPT(S)

**Planning and Development Services Department**  
Current Planning Services

STAFF CONTACT(S)

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Project Coordination Manager  
480-312-7061  
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**APPROVED BY**

  
Kira Wauwie, AICP  
Report Author

  
Randy Grant  
Chief Planning Officer

**ATTACHMENTS**

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Existing General Plan Land Use Map
- 3.A Proposed General Plan Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Summary
8. Correspondence from Carefree
9. Citizen Involvement
10. City Notification Map
11. August 24, 2005 Planning Commission Minutes
12. Site Plan



SAM J. WEST III  
ARCHITECT, AIA

August 3, 2005

City of Scottsdale  
Planning and Development Services  
% Kira Wauwie  
7447 E. Indian School Road  
Scottsdale, Arizona

Re: General Plan Narrative  
Windmill Pass  
6839 East Carefree Highway  
Scottsdale, Arizona  
Project Number: 11-GP-2005

Kira:

Per Staff request the previously submitted nattative has been restructured and is as follows.

This project is being proposed in response to the needs generated by existing and future homes constructed in the area.

- A. Value Scottsdale's unique Character and lifestyle:
- I. This project fulfills the goals of preserving and enhancing the unique desert nature this area of Scottsdale.
  - II. The proposed land use is in response to the S-R zoning district created withing our Zoning ordinances.

Windmill Pass Page 1 of 6

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SCOTTSDALE, ARIZONA  
85258-2467

11-GP-2005

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EMAIL: SAM@SAMJWEST.COM

8-4-05

ATTACHMENT #1

B. Support Economic Vitality:

- I. Research on existing Class "A" space proved there is a need for professional space. This space will create new jobs and increase school taxes and increase tax revenue for the city. New jobs and the associated salaries will strengthen Scottsdale. These increases will help to forestall tax increases to all property owners in Scottsdale. This type of use is most desirable and has the least negative impact on the city.

C. Enhance the Neighborhood:

I. Community Involvement:

Citizens have attended open houses to discuss this project. Numerous comments have been made concerning several issues including height, lighting, noise, health, property values and this project being compatible with this area and being in conformance to city planning goals.

All of these issues have been addressed or are being addressed through alteration of the project, determination of the facts and continual dialog with neighbor's to refine the project.

II. Housing:

This project will enhance existing and future homes by providing for a location for professional services in close proximity to the existing residential neighborhoods. The project will increase property value and corresponding tax base.

III. Neighborhood:

The goal of the project design is to create a residential look and feel that is compatible with existing homes. It is multiple buildings of Santa Fe Style. There are three small parking lots, some of which are smaller than the drives and parking found in some larger homes.

One of the benefits of the locations and orientations of the buildings is it provides a very effective way of reducing existing noise generated by traffic on Carefree highway. The density of landscaping will further the sound deadening effects of the buildings. This design has the potential to reduce the noise level by up to twenty five percent.

D. Open Space:

I. Open Space and Recreation:

The project has in excess of fifty-seven percent open space. This is over twice what regulation calls for. This open space will serve to make this project more residential in nature.

Buildings will cover approximately twenty-three percent of the site.

Limiting the building height will reduce the visual impact of the buildings as they relate to the site.

II. Preservation and Environmental Planning:

One of the primary goals of this project is keeping and enhancing the extensive significant desert vegetation existing on the site. In most areas the vegetation is dense enough to prevent seeing through the site. The project design embraces keeping, or relocation of all significant vegetation. One design goal is to create a sense of inseparability between landscaping and buildings.

The existing overhead utility lines will be removed and new lines placed underground.

E. Seek Sustainability:

I. Cost of Development:

The above average cost of development is driven by several factors, some of which are:

The project is planned to be Class "A". Part of this is to attract and keep the type professional user this area demands.

Most medical service facilities have a substantial amount of Class "A" space .

Medical and Professional services are long term uses. Long term uses increase the stability neighborhoods.

Two thirds of the parking is under ground.

II. Growth Areas:

The North Scottsdale, Carefree area anticipate approximately eight thousand additional homes to achieve build out. Most of these homes will be located east of Pima Road, in Scottsdale. The remaining one thousand or so homes will be in north Carefree. The completion of these areas should not have a large impact on affect this area. As the build out occurs a large portion of the construction traffic that creates most of the noise on Carefree Highway will be reduced.

III. Public Service and Facilities:

There will be no request for public funds associated with water, sewer or other utilities improvements.

The size of this project will not materially affect existing public services.

F. Advance Transportation:

I. Community Mobility:

The four existing drives accessing Carefree Highway will be eliminated. Proposed street improvements would include providing asphalt left turn lanes to the north and south and a right turn for eastbound Carefree Highway. These improvements are to be located at the Stagecoach and Project Entrance intersection. These improvements will increase safety and reduce existing congestion at the intersection. A byproduct of this will be a reduction of construction traffic noise.

This project will reduce through traffic by providing services within the neighborhood.

Travel time to other locations will be reduced as a result of services being available to those in the immediate area. This travel reduction will reduce pollution, lost time, wear and tear on public infrastructure, while increasing jobs. A long drive can be replaced with a walk, a bike ride, drive a golf cart or ride a horse or a short trip by car to this location.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sam J West', with a large, stylized loop and a horizontal line extending to the right.

Sam J West, Architect



SAM J. WEST III  
ARCHITECT, AIA

July 29, 2005

Windmill Pass  
6839 East Carefree Highway  
Scottsdale, Arizona

Request for rezoning

Project Number: 286-PA-2005-2

This project is being proposed in response to the needs generated by existing, new and future homes constructed in the area.

Certain considerations are a part of the effort to satisfy these needs, some of which are:

Attaining the goals developed by those who live here. These goals are necessary to maintain and improve the unique quality of life we enjoy. Goals encourage the creative solutions needed to keep Scottsdale from becoming just another city.

The desire to satisfy these goals requires recognition of tangible and intangible facets. Such as existing views, vegetation, land use, construction, traffic, noise, lighting, economic viability, and environmental considerations to name a few.

The goal of this project is to recognize the issues set forth above (along with other applicable considerations) as part of the vision to provide a location for medical and professional services for those living in the immediate area.

It is our belief that the following considerations support the belief that this project will fulfill the existing needs.

The project will have multiple buildings of residential nature. They will replace several obsolete houses constructed approximately forty years ago.

1. Smaller buildings are lower and less imposing. Smaller buildings are more conducive to details commonly found in southwestern architecture. The buildings will cover approximately twenty-three percent of the site.

Windmill Pass Page 1 of 3

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20-ZN-2005  
8-2-2005

20-0000 ALABAMA

2. The building will be limited to eighteen feet in height.  
This is less than the 24 foot height permitted under existing zoning.  
It is less than some of existing two story houses in the immediate area.  
It is less than "The Terravita Market" shopping center immediately east. It varies from twenty-two to thirty-six feet high.  
It is less than the Terravita Clubhouse which is thirty-six feet high.
3. The existing overhead utility lines will be removed and new lines placed underground.
4. The project is designed to have the traditional southwest Santa Fe look, found throughout this area. This look has a natural feel of serenity and warmth loved by all.
5. Multiple, low density, lower buildings increases the impact of landscaping because:  
Smaller buildings create a better scale relationship with trees another planting.  
The increase in open space provides for increased planting.
6. Underground parking will be employed to enhance the project by:  
Increase open space and planting.  
Breaking parking areas into smaller and more convenient locations.  
Reducing lighting requirements and allowing lighting to be more decorative than utilitarian. There will be no pole lighting.
7. The proposed improvements will increase the vegetated areas of the site.
8. The amount of open space proposed provides opportunities for vegetation to have the same randomness as found in the natural desert.
9. The use of multiple buildings and increased landscaping will reduce traffic noise from Carefree highway.

All ESLO open space requirements have been met and exceeded.

Significant plants will be designed around or relocated as enhancements to the project. This proposal includes exceeding Scenic Corridor requirements for all new planting.

The project will increase property value and corresponding tax base.

Preliminary research on existing vacancy's has shown the need for these types fo use. There is no Class "A" space available anywhere in a three mile radius. The rental rates on existing space range up to \$27.00 per square foot. None of this space is Class "A". The rental rates are more than sufficient to support this type of project.

This project will provide the opportunity for services, that otherwise would not be available in this area. The need for Class "A" professional space in close proximity to existing and/or future

Hospitals has been proven. The types of use proposed are long term because they are associated with continual need, not needs normally associated with the rapid city expansion uses such as carpet or wallpaper sales.

Community involvement started in May when property owners were asked to attend a open house on June 2, 2005. Comments were taken and are being responded to. The Developer was represented at both City sponsored Open Houses. The project was presented to a group of homeowners at Terravita. Small meetings have taken place and more open houses are planned to respond to homeowner comments.

Research shows that a vast majority of proposed improvements will not be visible from existing homes south of the project. A substantial number of residences north of Carefree Highway will not be able to see the proposed buildings.

Reports relating to changes in values for different types of developments are complete or nearing completion. Preliminary reports indicate that the type and quality of project will increase values in adjoining residential areas.

This request enhances the Scottsdale Lifestyle by improving the character of the neighborhood by replacing existing 40 to 50 year old obsolete housing with new southwestern style buildings of residential nature.

This project will reduce through traffic by providing services within the neighborhood.

There will be no request for public funds associated with water, sewer or other utilities improvements.

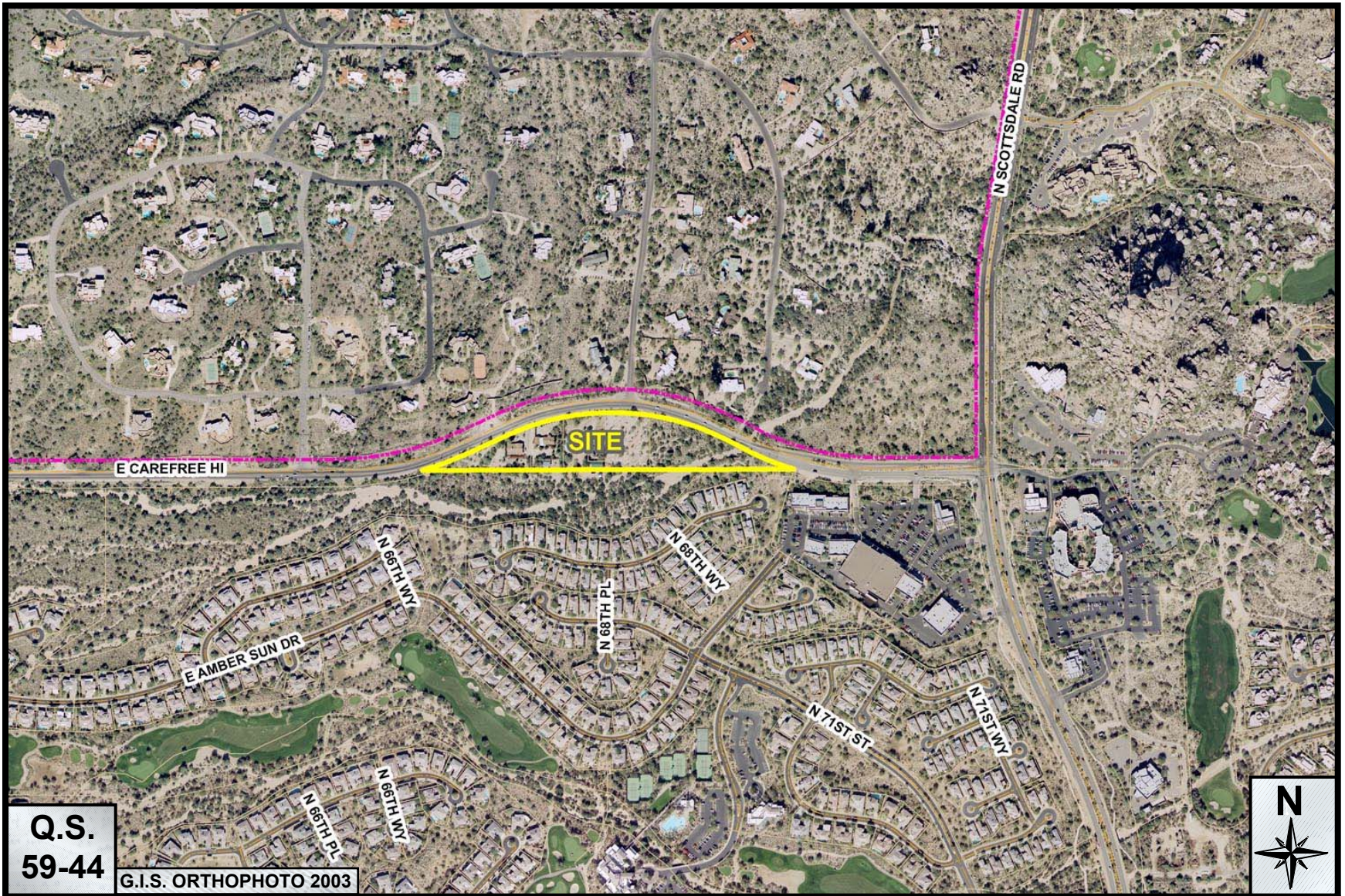
The size of this project will not materially affect existing public services. Travel time to other locations will be reduced as a result of services being available to those in the immediate area. This travel reduction will reduce pollution, lost time, wear and tear on public infrastructure, while increasing jobs. A long drive can be replaced with a walk, a bike ride, drive a golf cart or ride a horse or a short trip by car to this location.

Proposed street improvements would include providing asphalt left turn lanes to the north and south and a right turn for eastbound Carefree Highway. These are to be located at the Stagecoach and Project Entrance intersection. The four existing drives accessing Carefree Highway will be eliminated.

Sincerely,



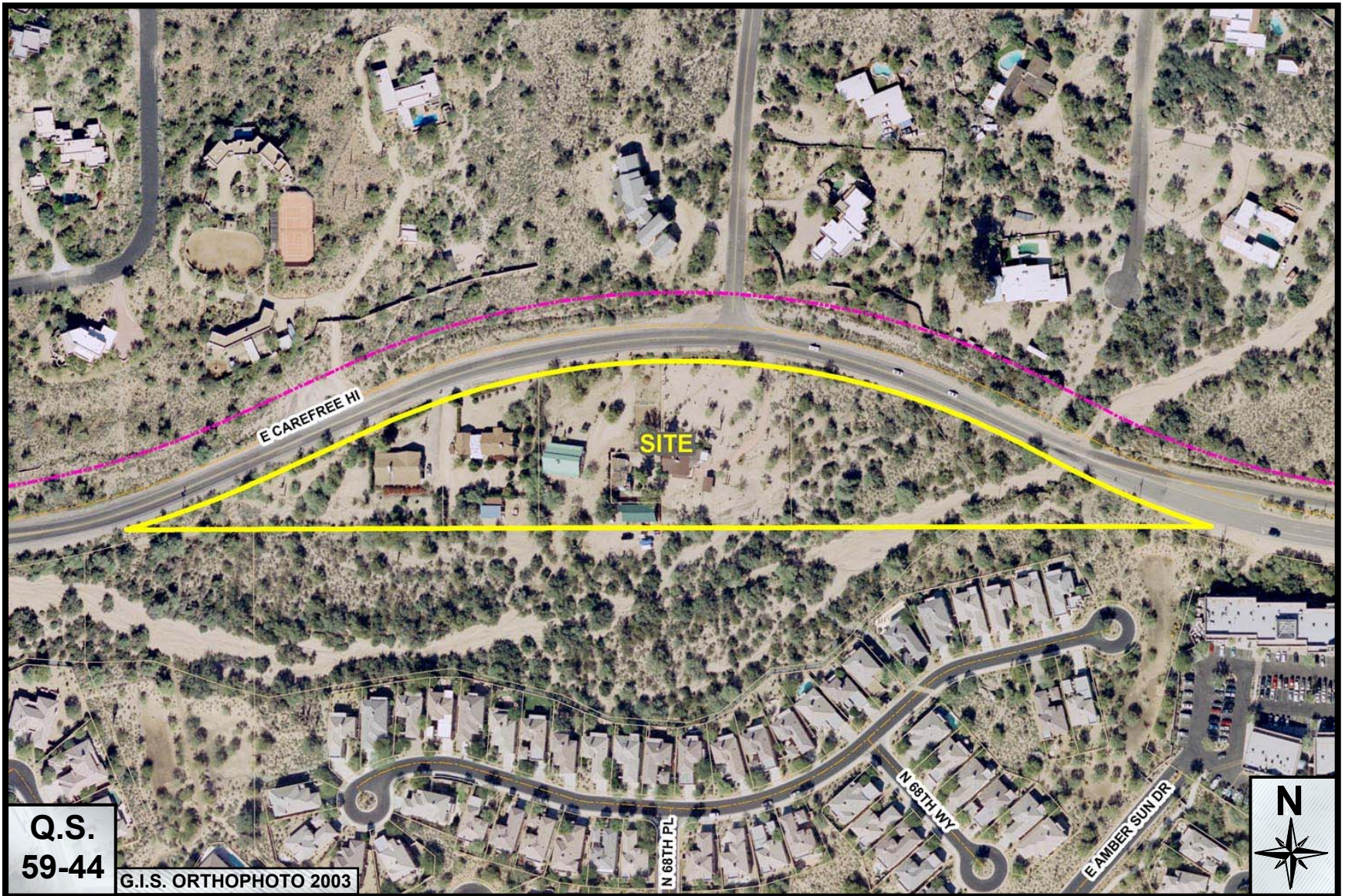
Sam J West, Architect



Windmill Pass

11-GP-2005

ATTACHMENT #2

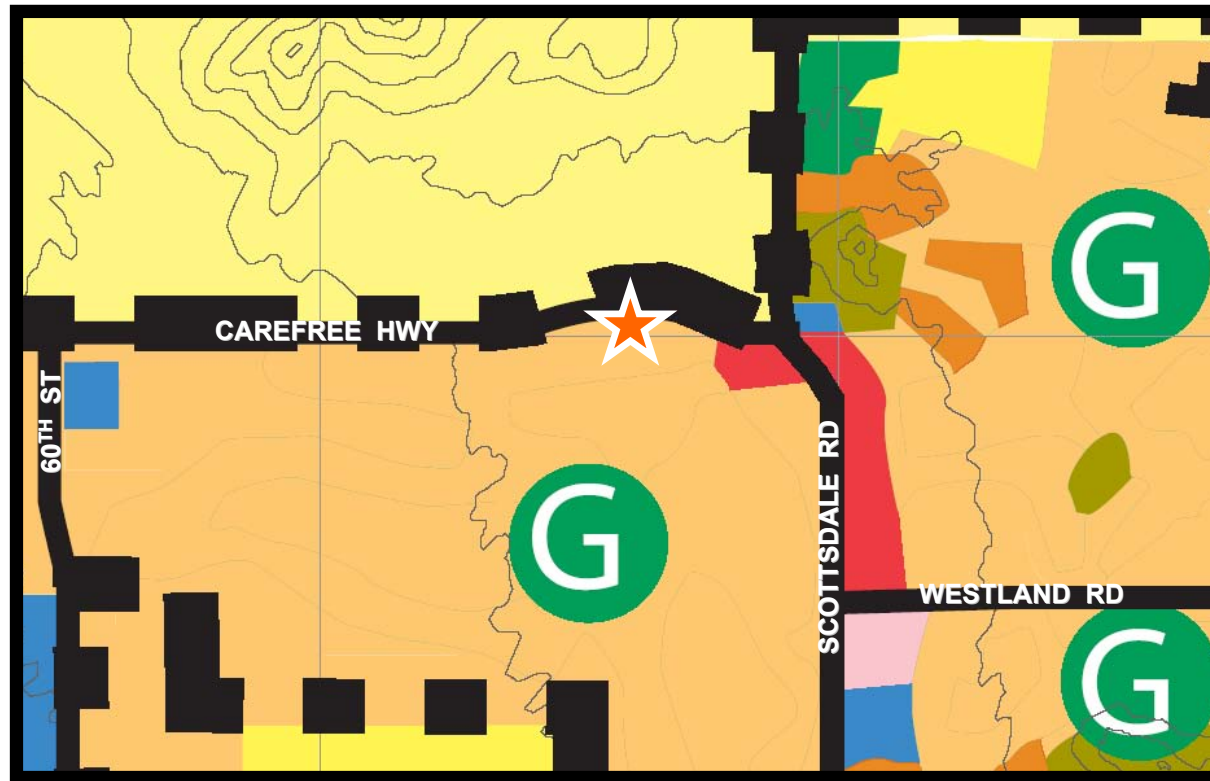


Windmill Pass

11-GP-2005

ATTACHMENT #2A

# General Plan (Existing)



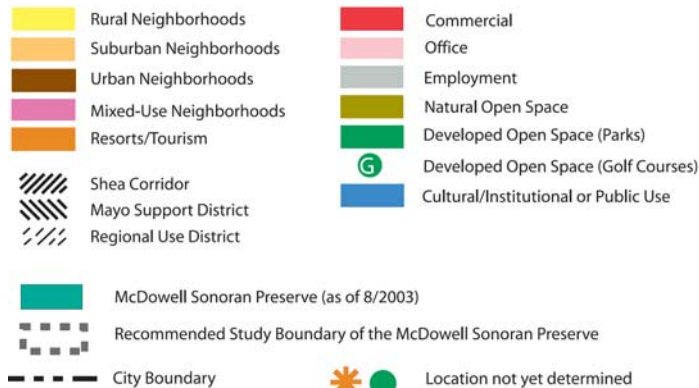
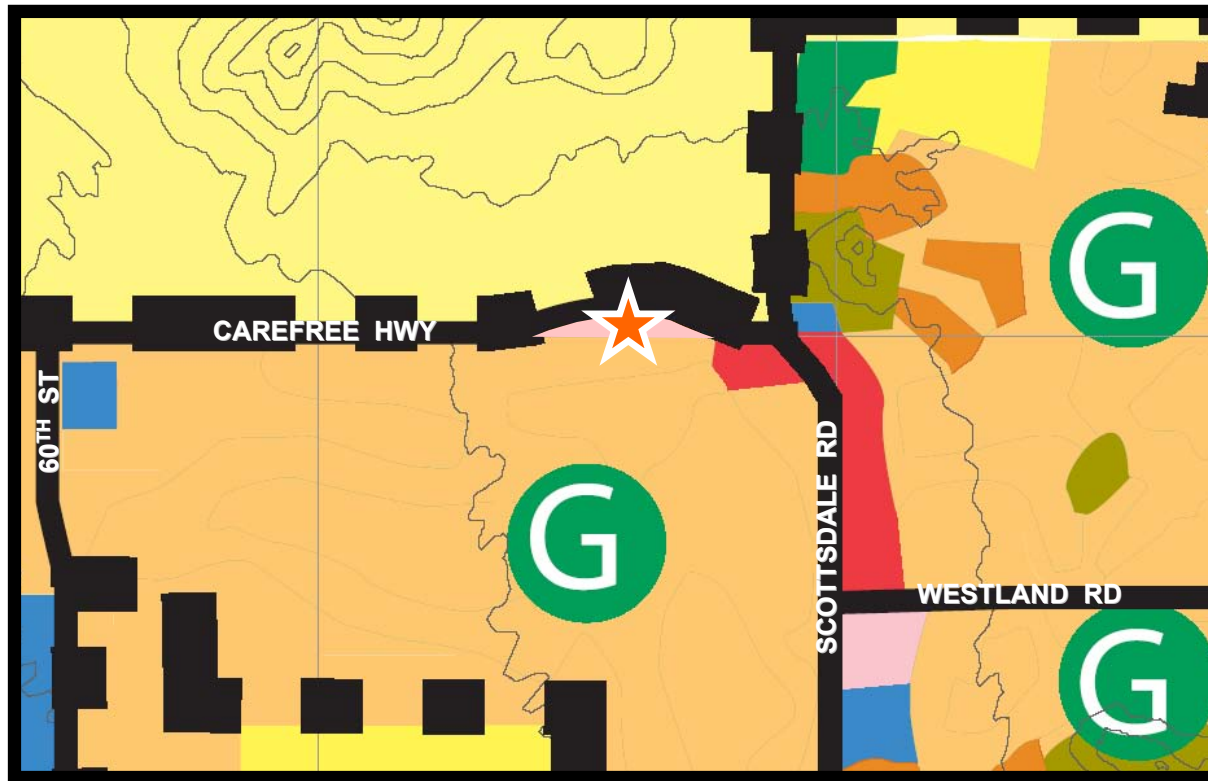
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| Rural Neighborhoods   | Commercial                           |
| Suburban Neighborhoods                                      | Office                               |
| Urban Neighborhoods   | Employment                           |
| Mixed-Use Neighborhoods                                     | Natural Open Space                   |
| Resorts/Tourism   | Developed Open Space (Parks)         |
| Shea Corridor   | Developed Open Space (Golf Courses)  |
| Mayo Support District                                       | Cultural/Institutional or Public Use |
| Regional Use District                                       |                                      |
| McDowell Sonoran Preserve (as of 8/2003)                    |                                      |
| Recommended Study Boundary of the McDowell Sonoran Preserve |                                      |
| City Boundary   | Location not yet determined          |



**11-GP-2005**  
ATTACHMENT #3

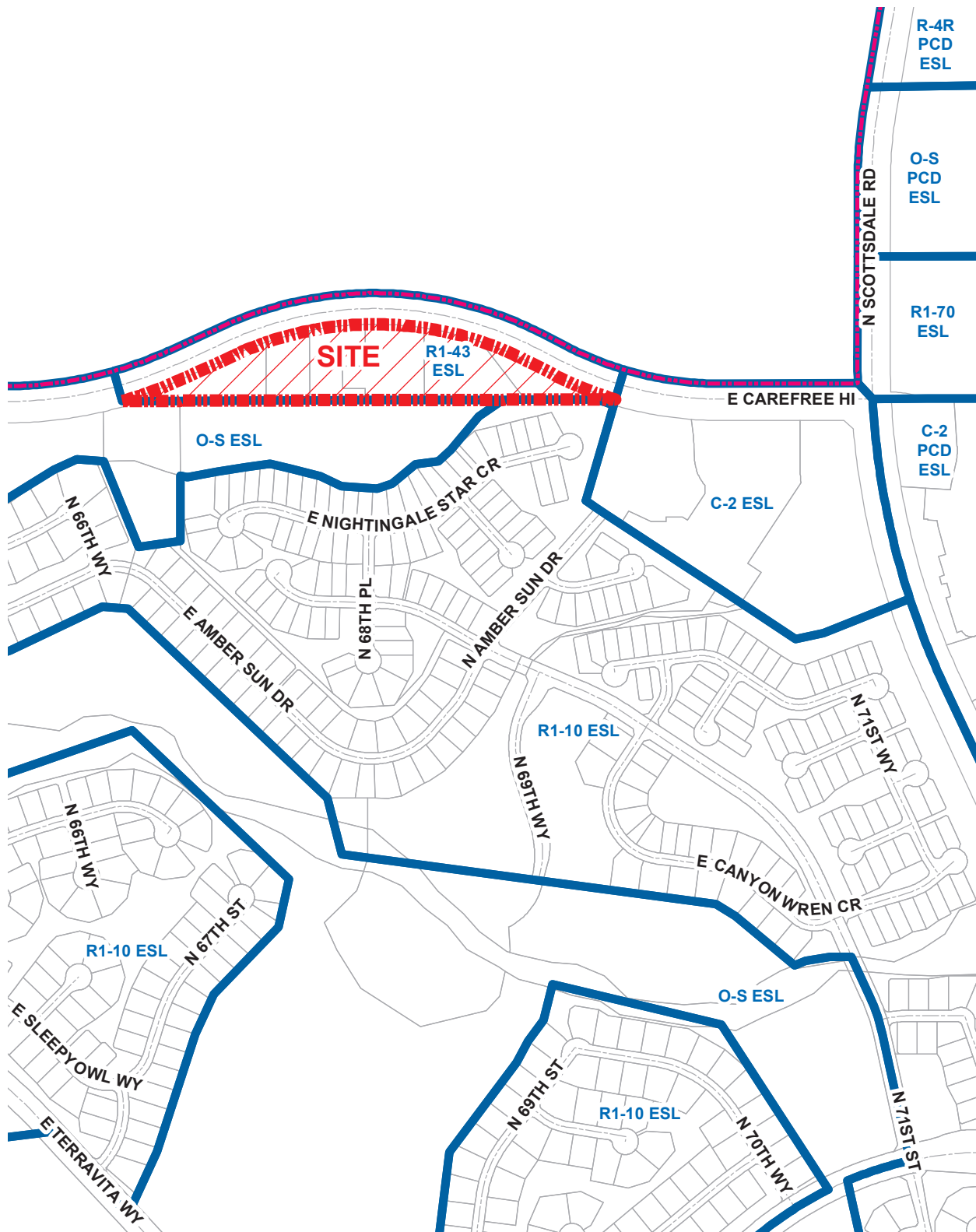
Adopted by City Council October 30, 2001  
Ratified by Scottsdale voters March 12, 2002  
revised to show McDowell Sonoran Preserve as of May 2004  
revised to reflect General Plan amendments through June 2004

# General Plan (Proposed)



**11-GP-2005**  
ATTACHMENT #3A

Adopted by City Council October 30, 2001  
Ratified by Scottsdale voters March 12, 2002  
revised to show McDowell Sonoran Preserve as of May 2004  
revised to reflect General Plan amendments through June 2004



# 11-GP-2005

ATTACHMENT #4



## **STIPULATIONS FOR CASE 20-ZN-2005**

### **PLANNING/ DEVELOPMENT**

1. **CONFORMANCE TO SITE PLAN.** Development shall conform with the site plan submitted by Sam J. West, Architect and dated 7/25/2005 by staff. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **BUILDING HEIGHT LIMITATIONS.** No building on the site shall exceed 18 feet in height, measured from natural grade. No roof-top balconies or patios shall be permitted.
3. **SCENIC CORRIDORS.** The scenic corridor width along Carefree Highway shall be an average of 100 feet, measured from the outside edge of the street right-of-way. Unless otherwise approved by the Development Review Board, the scenic corridor shall be left in a natural condition.
4. **SCENIC CORRIDOR DEDICATION BEFORE BUILDING PERMIT ISSUED.** The site plan shall show and dedicate an easement to the city, identifying an average 100-foot wide scenic corridor easement along Carefree Highway.
5. **LAND ASSEMBLAGE.** Prior to the Development Review Board submittal, the developer shall tie all the subject parcels together into one parcel through the City of Scottsdale's land assemblage application process.
6. **ROADWAY ABANDONMENT.** Prior to the issuance of any permits on this project, the developer shall obtain the approval of the Planning Commission and City Council for the abandonment of a 100-foot wide Declared Roadway that extends west-east through the subject site.

### **ENVIRONMENTAL DESIGN**

1. **ALTERATIONS TO NATURAL WATERCOURSES.** Any proposed alteration to the natural state of watercourses with a 100-year peak flow rate estimated between 250 cfs and 749 cfs shall be subject to Development Review Board approval.
2. **VISTA CORRIDOR WATERCOURSES.** All watercourses with a 100 year peak flow rate of 750 cfs or greater shall be designated as Vista Corridors.
3. **VISTA CORRIDOR EASEMENTS.** Each Vista Corridor shall be established by a continuous scenic easement. The minimum width of the easement shall be one hundred feet. Each Vista Corridor easement shall include, at a minimum, any existing low flow channels, all major vegetation, and the area between the tops of the banks of the watercourses. At the time of the Development Review Board submittal, the developer shall stake the boundaries of the Vista Corridor easement as determined by city staff. All Vista Corridors shall be left in a natural state. The final plat or site plan shall show and dedicate all Vista Corridor easements.
4. **VISTA CORRIDOR EASEMENTS-DISTURBED AREAS.** If areas within any Vista Corridor are disturbed by development, before final site inspection, the developer shall reconstruct those areas to the satisfaction of city staff.
5. **VISTA CORRIDOR EASEMENTS-ADJACENT WALLS.** Solid walls adjacent to Vista Corridor

easements shall comply with the following standards:

- a. Walls shall not be constructed within the Vista Corridor easement.
  - b. Walls shall be located only within any approved construction envelopes.
  - c. Solid, opaque walls higher than three (3) feet shall be set back four (4) feet from the Vista Corridor easement for each one (1) foot of solid, opaque wall height above three (3) feet. No wall shall exceed six (6) feet in height.
6. NATURAL AREA OPEN SPACE (NAOS)-IDENTIFICATION. With the Development Review Board submittal, the developer shall submit a plan for the site identifying the required NAOS and a table identifying the required amount of NAOS, the percentage of slope, and the type of land form. (lower desert)
  7. NATURAL AREA OPEN SPACE-DEDICATION, CONVEYANCE AND MAINTENANCE. With the Development Review Board submittal, the developer shall submit documents, to the satisfaction of city staff, showing that all required NAOS shall be dedicated or conveyed in conformance with the Scottsdale Revised Code and permanently maintained as NAOS.
  8. NATURAL AREA OPEN SPACE-STAKING. Before issuance of any building permit for the site, the developer shall survey all NAOS boundaries and stake all boundaries between NAOS areas and development, in conformance with the approved grading plan. Such surveying and staking shall be subject to inspection and approval prior to construction in each development phase.
  9. NATURAL AREA OPEN SPACE-PROTECTION DURING CONSTRUCTION. Before any construction on a lot, the developer shall protect the NAOS on and adjacent to the lot to the satisfaction of city staff, so that access to the construction is within the construction designated driveway.
  10. NATURAL AREA OPEN SPACE-ADJACENT FENCES. All fences located adjacent to NAOS shall be constructed as view fences with three (3) feet or less of solid, opaque wall above the natural grade.
  11. NATURAL AREA OPEN SPACE-REVEGETATION. Before final site inspection, the developer shall revegetate NAOS in conformance with the Scottsdale Zoning Ordinance, to the satisfaction of city staff.
  12. BOULDERS AND BEDROCK OUTCROPS. With the Development Review Board submittal, the developer shall submit a plan identifying all boulders larger than four (4) feet in diameter and all bedrock outcrops.
  13. HEIGHT OF NON-INDIGENOUS PLANT MATERIAL. Non-indigenous plant material which has the potential to reach a mature height greater than 20 feet shall not be planted on the site. A plant list that complies with this stipulation is subject to Development Review Board approval. The developer shall state this stipulation on the final plans.
  1. NON-PROTECTED NATIVE PLANTS. Native plants which are not protected by the Scottsdale Revised Code native plant provisions, but which are necessary for on-site revegetation, are suitable for transplanting, or are necessarily uprooted for road building or similar construction, as determined by city staff, shall be stockpiled during construction and shall be replanted in on-site landscape areas by the developer before the final site inspection, to the satisfaction of city staff.
  2. LOCATION OF INTERNAL STREETS AND DRIVEWAYS. Before the Development Review Board submittal, the developer shall stake the alignments for all internal streets and driveways subject to inspection by city staff to confirm that the proposed alignments result in the least environmental and hydrological impact. The Zoning Administrator may approve the use of

rectified aerial photographs in lieu of on-site staking.

3. **OUTDOOR LIGHTING.** The maximum height of any outdoor lighting source shall be 12-feet above grade at the base of the light standard.
4. **MAINTENANCE AND PRESERVATION-RECORDED AGREEMENT.** Before any building permit for the site is issued, the developer shall record an agreement, satisfactory to city staff, detailing the maintenance and preservation by the developer and its successors of all common areas, landscape buffers, natural areas, drainage easements and private access ways on the site and abutting rights-of-way. These designated areas shall not be accepted for maintenance or be accepted for ownership by the city without the approval of the City Council.

### CIRCULATION

1. **STREET CONSTRUCTION.** Before issuance of any certificate of occupancy for the site, the developer shall dedicate the following right-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual:

| Street Name/Type | Dedications           | Improvements        | Notes   |
|------------------|-----------------------|---------------------|---------|
| Carefree Highway | 20' (to total of 75') | Minor Arterial Rdwy | In lieu |

- a. The developer shall provide an eight foot sidewalk along the Carefree Highway frontage, at a location that accommodates the future widening to a minor arterial street section, or an approved alternate pedestrian route, as determined by city staff.
  - b. The developer shall provide any improvements supported by the approved traffic impact analysis study for the site, as determined by the city staff.
2. **IN LIEU PAYMENTS.** At the direction of city staff, before issuance of any building permit for the site, the developer shall not construct the street improvements specified by the **Notes** in the stipulation above, but shall make an in lieu payment to the city. Before any final plan approval, the developer shall submit an engineer's estimate for plan preparation, design and construction costs of a minor arterial half street, including the addition of one lane of pavement (for a total of two lanes, exclusive of any turn lanes, etc.) with curb and gutter, half median improvements (curb, gutter and landscaping), and any required drainage structures. The in lieu payment shall be based on this estimate, plus five percent (5%) contingency cost and other incidental items, as determined by city staff.
3. **TRAFFIC IMPACT STUDY.** With the Development Review Board submittal, the developer shall submit a traffic impact study for the site, which shall be subject to city staff approval.
4. **ACCESS RESTRICTIONS.** Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines):
  - a. Carefree Highway - The developer shall dedicate a one-foot wide vehicular non-access easement on this street except at the approved street entrance.
  - b. Carefree Highway - There shall be a maximum of 1 site driveway from Carefree Highway.
5. **AUXILIARY LANE CONSTRUCTION.** Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct a right-turn deceleration lane for eastbound traffic, and a left-turn lane for westbound

traffic, at the site entrance on Carefree Highway, in conformance with the Design Standards and Policies Manual.

6. MASTER CIRCULATION PLAN. With the Development Review Board submittal, the developer shall submit a Master Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and design of site driveways, internal streets, parking lot access and bus facilities.
7. PEDESTRIAN CIRCULATION PLAN. With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways.
8. TRAFFIC SIGNAL PARTICIPATION. Before issuance of any building permit for the site, the developer shall pay to the city 50% of the design and construction costs, as determined by city staff, for the installation of a traffic signal at the intersection of Carefree Highway and site entrance.

#### DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:
  - a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
  - b. Identify limits of inundation for the 100-year, 6-hour storm event, depict on site plan.
  - c. Provide limits of jurisdictional determination of major wash corridor, including secondary channels, per Clean Water Act relative to 404 permit requirements.
  - d. Determine easement dimensions necessary to accommodate design discharges.
  - e. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
  - f. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
  - g. Include a complete description of requirements relating to project phasing.
2. FINAL DRAINAGE REPORT. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall conform to the Design Standards and Policies Manual – Drainage Report and Preparation. In addition, the final drainage report and plan shall:
  - a. Provide final calculations and detailed analysis that demonstrate consistency with the accepted conceptual drainage plan and report.
3. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless city staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.
  - a. If applicable, the developer shall submit to the Community Development Division a Request for Waiver Review form, which shall:

- (1). Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
  - (2). Include an estimate for payment in-lieu of on-site storm water storage, subject to city staff approval.
- b. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained the waiver approval.
4. **STORM WATER STORAGE EASEMENTS.** With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
5. **DRAINAGE EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

#### VERIFICATION OF COMPLIANCE

1. **REQUIRED SPECIAL INSPECTIONS.** Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. **CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT.** Before the issuance of a Grading & Drainage Permit:
  - a. The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
  - b. The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF.
3. **CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE.** Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
  - a. The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form.
  - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.
4. **AS-BUILT PLANS.** City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

## WATER

1. **BASIS OF DESIGN REPORT (WATER).** Waterlines do not currently exist along the frontages or adjacent to this property. Waterline shall be extended to, and along the frontage of, the Carefree Highway frontage. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
  - b. Identify the location and size of required waterline extensions and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, necessary to serve the site, etc.
  - c. Identify the timing of and parties responsible for construction of all water facilities.
  - d. Include a complete description of requirements relating to project phasing.
2. **APPROVED BASIS OF DESIGN REPORT.** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. **NEW WATER FACILITIES.** Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.
4. **WATERLINE EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

## WASTEWATER

1. **BASIS OF DESIGN REPORT (SANITARY SEWER).** ). Sewerlines do not currently exist to service this property. Information regarding how this site will provide for the collection and disposal of wastewater shall be provided to the city in the form of a conceptual Basis of Design Report, which shall be approved by the city as a condition of zoning approval. In addition, prior to the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
  - a. Identify the location and size of required sewerline extensions and related facilities necessary to serve the site.
  - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. **APPROVED BASIS OF DESIGN REPORT.** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.

3. NEW WASTEWATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.
4. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

### OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>.

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
  - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.
2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
  3. SECTION 404 PERMITS. With the improvement plan submittal to the Project Quality/Compliance Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]
  4. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
  5. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
  6. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
    - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed

- signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
- b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
  - c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
  - d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.
  - e. Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
    - (1). Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD.
    - (2). Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
    - (3). Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
    - (4). Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.

## **ADDITIONAL INFORMATION FOR CASE 20-ZN-2005**

### **PLANNING/DEVELOPMENT**

1. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
  - a. a plan indicating the treatment of washes and wash crossings,
  - b. wall design,
  - c. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
  - d. scenic corridors and buffered parkways,
  - e. improvement plans for NAOS, walls locations and landscape buffers
  - f. major stormwater management systems,
  - g. Vista Corridor watercourses (all watercourses with a 100 year flow of 750 cfs or greater),
  - h. alterations to natural watercourses (all watercourses with a 100 year flow of 250 cfs to 749 cfs),
  - i. walls adjacent to Vista Corridors and NAOS tracts and corridors,
  - j. signage,
  - k. all colors on the building, include the roof and any mechanical appurtenances shall comply with the ESLO color restrictions in the Zoning Ordinance,
  - l. Conformance to Natural Streetscape plans and Scenic Corridor Design Guidelines.
2. **REVEGETATION OF SCENIC CORRIDORS.** The Development Review Board may approve revegetation of the Scenic Corridors.
3. **BOULDER AND ROCK OUTCROPS PROTECTION.** The protection and maintenance of boulder and rock outcrops shall be subject to Development Review Board approval.
4. **NATIVE PLANT PRESERVATION.** The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.

### **ENGINEERING**

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. **STREET CONSTRUCTION STANDARDS.** The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.

4. CITY CONTROL OF ACCESS. The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

**WINDMILL PASS  
CAREFREE HIGHWAY AND STAGECOACH PASS  
TRAFFIC IMPACT ANALYSIS SUMMARY  
11-GP-2005/20-ZN-2005/286-PA-2005**

**Prepared by: Jennifer Bohac, Traffic Engineering**  
**Traffic Impact Study Prepared by: Keith Winney, United Civil Group Corporation**

**Existing Conditions:**

The 6.5-acre site is located at the south leg of the Carefree Highway and Stagecoach Pass intersection. The site is bordered by commercial/retail shopping center to the east, open space to the west, and an open space buffer and then the "higher-density" residential community of Terravita to the south. Carefree Highway forms the site's northern boundary. The properties across Carefree Highway are within the Town of Carefree, and consist of single-family residential homes on large lots.

There are currently four single-family residential properties on the site, each with their own driveways out onto Carefree Highway. This site is located approximately one-third mile west of the signalized intersection of Carefree Highway and Scottsdale Road.

Stagecoach Pass has a north-south alignment and is within the Town of Carefree limits. It is currently a two-lane roadway with a posted speed limit of 25 mph. The current daily volume of traffic using this section of Stagecoach Pass is 420 vehicles.

Carefree Highway, which is adjacent to the site, has an east-west alignment and is classified as a minor arterial on the City's Streets Master Plan. It is currently a two-lane roadway for the length of the site with a posted speed limit of 40 mph. The current daily volume of traffic using this section of Carefree Highway is 13,614 vehicles. Carefree Highway ends at Scottsdale Road and turns into the El Pedregal driveway.

Scottsdale Road, which is to the east of the site, has a north-south alignment and provides regional access throughout the City of Scottsdale. Scottsdale Road is designated as a major arterial on the City's Streets Master Plan. It is a four-lane section with a raised median and a posted speed limit of 45 mph. The current daily volume of traffic using this section of Scottsdale Road is 21,200 vehicles. North of Carefree Highway, Scottsdale Road turns into Tom Darlington Drive, with a posted speed limit of 35 mph.

Accident history from February 2002 to June 2005 shows that there were 15 total accidents at the intersection of Carefree Highway and Stagecoach Pass in the 28-month period. The accidents were predominately rear-end type collision (ranging from 50% to 100% of total per year). Accidents of this type are common for single-lane approaches with no turn lanes on arterials at minor street crossings, and do not demonstrate glaring deficiency in the geometrics at the intersection. The segment collision rate for the section of Carefree Highway from 60<sup>th</sup> Street to Scottsdale Road was 0.26 collisions per million vehicles miles for 2004. The citywide average collision rate was 2.00.

**Proposed Development:**

The site currently has a zoning designation of Residential (R1-43). The proposed rezoning to Service Residential (S-R) would allow the development of general office buildings, multi-family housing, a church, a school, or a number of other possibilities.

The site plan shows the site being developed at general office with four buildings consisting of a total of 68,800 SF. 3.4 acres of the 6.5 total acres of the site will be left as open space.

The trip generation calculation for the current zoning is for the existing four single-family zoning is based on the plan submitted with the requested change to the to S-R zoning category. The trip generation numbers for the development under the current and proposed zoning categories are presented in the table below, as well as the trip generation for the other possible options that could be built with the proposed S-R zoning designation for comparison.

**TRIP GENERATION COMPARISON TABLE**

| Land Use                                      | Daily Total | AM Peak Hour |     |       | PM Peak Hour |     |       |
|---|-------------|--------------|-----|-------|--------------|-----|-------|
|   |             | In           | Out | Total | In           | Out | Total |
| <b>Existing</b>                               |             |              |     |       |              |     |       |
| Single Family Detached Housing - 4 homes      | 78          | 3            | 11  | 14    | 6            | 3   | 9     |
| <b>Possible Developments Under S-R Zoning</b> |             |              |     |       |              |     |       |
| Church – 65,000 SF                            | 592         | N/A          | N/A | N/A   | N/A          | N/A | N/A   |
| Luxury Condominium/Townhouse – 80 Units       | 469         | 10           | 35  | 45    | 28           | 16  | 44    |
| Elementary School – 65,00 SF                  | 942         | 165          | 140 | 305   | 87           | 116 | 203   |
| <b>Proposed Development Under S-R Zoning</b>  |             |              |     |       |              |     |       |
| General Office – 65,000 SF                    | 957         | 117          | 16  | 133   | 26           | 126 | 152   |
| Difference between Existing and Proposed      | +879        |              |     | +119  |              |     | +143  |

This trip generation is based on data contained in the Institute of Transportation Engineer's *Trip Generation*. The applicant has provided a traffic impact study prepared by United Civil Group through the City's TIMA Process that examined the impacts from the proposed development. The trip generation calculations indicate that the proposed development would generate 133 trips generated during the a.m. peak hour and 152 trips generated during the p.m. peak hour. The amount of total daily trips could vary between 720 and approximately 960 daily trips, depending on the types of businesses that could occupy the proposed office building.

**Future Conditions:**

The submitted traffic study analyzes the traffic conditions for the year 2006, which is the assumed build out year for the development, and for future year 2010 conditions. Existing 2005 traffic volumes were increased by five percent per year to obtain background 2006 and 2010 traffic volumes.

The results of the capacity calculations are summarized in the table below:

## LEVEL OF SERVICE SUMMARY

| Intersection/Approach  | Existing Conditions |         | 2006 W/ Project |         | 2010 w/ Project |         |
|--|---------------------|---------|-----------------|---------|-----------------|---------|
|  | AM Peak             | PM Peak | AM Peak         | PM Peak | AM Peak         | PM Peak |
| <b>Carefree Highway &amp; Stagecoach Pass/Site Driveway - unsignalized</b> |                     |         |                 |         |                 |         |
| EB   | A                   | A       | A               | A       | A               | A       |
| WB   | A                   | A       | A               | B       | A               | A       |
| NB   | N/A                 | N/A     | C               | F       | D               | F       |
| SB   | B                   | F       | C               | F       | D               | F       |
| Intersection   | B                   | F       | C               | F       | D               | F       |
| <b>Carefree Highway &amp; Scottsdale - signalized</b>                      |                     |         |                 |         |                 |         |
| EB   | B                   | B       | B               | B       | C               | C       |
| WB   | C                   | C       | C               | C       | C               | B       |
| NB   | A                   | A       | A               | A       | A               | B       |
| SB   | B                   | B       | B               | B       | B               | B       |
| Intersection   | A                   | B       | B               | B       | B               | B       |

The capacity calculations indicate that the level of service (LOS) for the unsignalized of Carefree Highway and Stagecoach Pass/Site Driveway good for the movements on Carefree Highway, however, the stop controlled side streets operate at poor levels of service (LOS F), which is typical for unsignalized intersections on arterial streets during the peak hours. The addition of the future traffic and site-generated traffic will only increase this delay.

The signalized intersection of the Carefree Highway and Scottsdale Road operates at good levels of service for existing conditions and maintains good service levels for the 2006 and 2010 future conditions.

### **Recommended Improvements:**

A westbound left-turn lane and an eastbound right-turn lane are recommended at the intersection of Carefree Highway and Stagecoach Pass/Site Driveway. A northbound through-left and right turn lane is also recommended for the Site Driveway.

### **Additional Information:**

Site distance at the proposed site driveway was evaluated. In order to meet the sight distance for the current speed limit and street classification, a sight distance triangle will need to be dedicated over the site. This easement will impact landscaping along the street frontage. An alternative would be to relocate the proposed driveway location to the east and/or west end of the site.

Carefree Highway is included in the approved City projects that will receive funding as part of the MAG Regional Transportation Plan. It is scheduled to be improved to full minor arterial standards in the Year 2016 to 2020.

### **Summary:**

The approval of the rezoning request Single Family Residential (R1-43) to Service Residential (S-R) will result in an estimated 133 trips generated during the a.m. peak hour

and 152 trips generated during the p.m. peak hour, and 720 to 960 daily trips depending upon the type of business that will occupy the site.

Capacity calculations indicate that the unsignalized intersection of Carefree Highway and Stagecoach Pass will operate at LOS F in the PM Peak due to the poor levels of service on the stop controlled side street, which is typical for unsignalized intersections on arterial streets during the peak hours. These operations are experienced in existing conditions and with the addition of background traffic growth and site generated traffic in 2006 and 2010.

The signalized intersection of Carefree Highway and Scottsdale Road maintains good service levels in the 2006 and 2010 future conditions with the addition of the project's traffic.

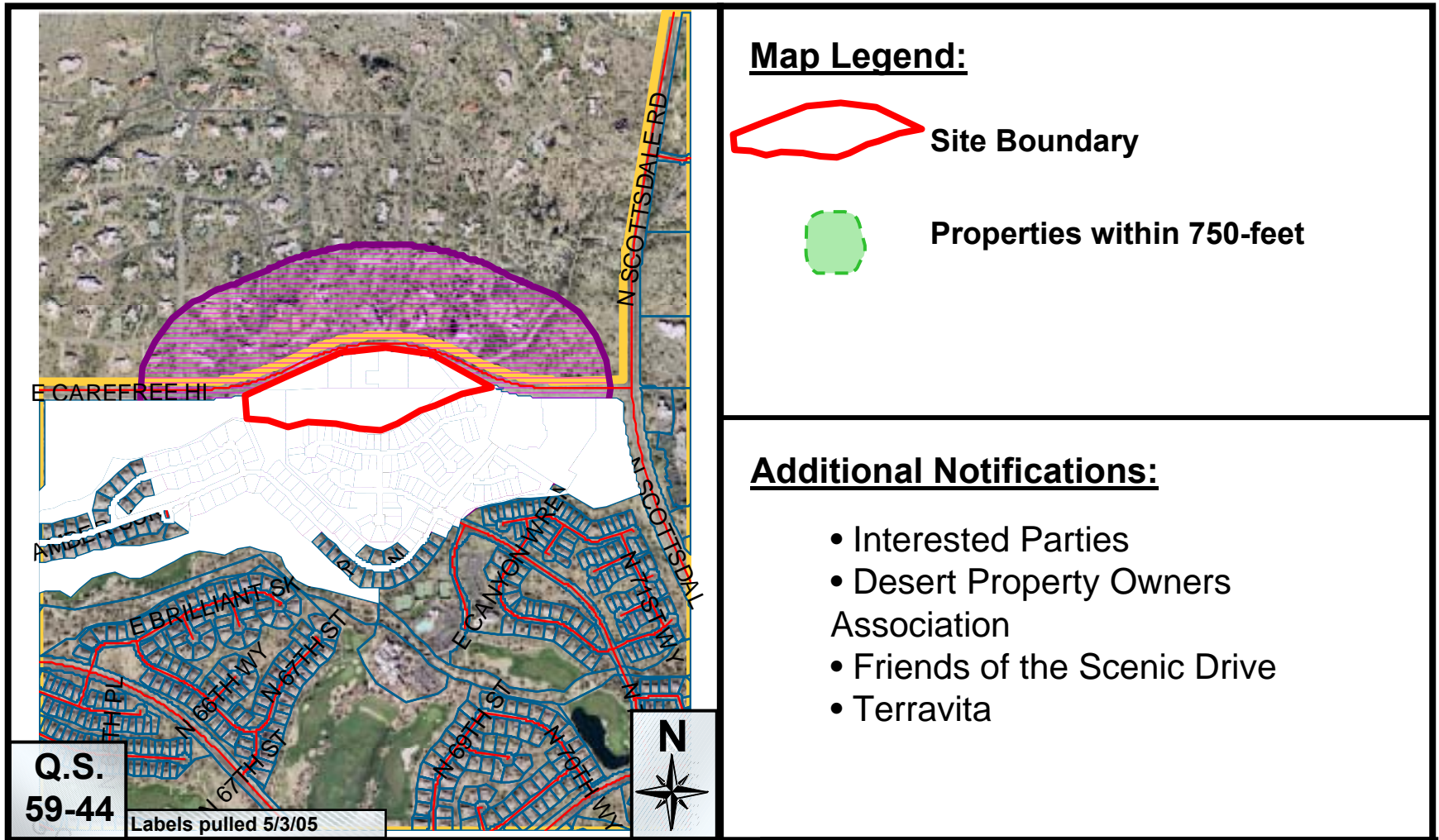
Attachment #8 Correspondence from Carefree  
Windmill Pass (11-GP-2005 & 20-ZN-2005)

The above attachment is on file at the City of  
Scottsdale Current Planning office,  
7447 E Indian School Road, Suite 105.

## Attachment #9 Citizen Involvement

The above attachment is on file at the City of  
Scottsdale Current Planning office,  
7447 E Indian School Road, Suite 105.

# City Notifications – Mailing List Selection Map



Windmill Pass

11-GP-2005 & 20-ZN-2005

Mr. Ward presented the staff report. The proposal was similar to the previous application to modify the General Plan. The Verde Canal traverses the property. Some State land is included as part of this application. The State has agreed to proceed with the General Plan amendment.

Mr. Skip Nemick addressed the Commission. The proposal is to build two and three-story homes with garages at ground level, beneath the homes.

Commissioner Heitel recommended disclosure to home buyers so that people would be aware of WestWorld. Mr. Nemick agreed that this needed to be disclosed in the public report.

Mr. Gerry Hrenchir, President of the Horseman's Park Association, addressed the meeting. He expressed major issues with the project, which are also shared by neighbors in McDowell Mountain Ranch. The Applicant had not approached the neighbors to communicate their plans. Major concerns are the development's proximity to WestWorld and the presence of the Verde Canal.

Mr. Hrenchir reported that their neighborhood is surrounded by existing condominium and apartment housing and a major new apartment complex is under development. This development would place pressure on the neighborhood infrastructure. The neighborhood has already seen an increase in crime which he attributed to the existing apartments and condominiums.

Ms. Toby Nydick, a resident of Horseman's Park subdivision said that her back gate is directly across the street from the proposed development. The street is already busy. A traffic survey has already concluded that traffic at McDowell Mountain Ranch and Thompson Peak Parkway is at its maximum capacity. If the amendment is accepted, traffic would increase in an already congested area.

**11-GP-2005 (Windmill Pass)**, request by owner for a major General Plan Amendment of the Land Use Element from Suburban Neighborhoods to Office on a 7.73 +/- acre parcel located on the south side of Carefree Highway west of Scottsdale Road.

Ms. Wauwie presented the staff report. The proposal is for a minor office on a residential scale, one story high. This would create a balance between office and residential uses in the area. Carefree Highway is designated as a scenic corridor, thus a 100-foot scenic corridor easement is required. The major wash on the site would be preserved. Access to the site would be from Carefree Highway, so traffic would be filtered onto Scottsdale Road.

Vice-Chairman Steinberg asked Ms. Wauwie about any staff concerns regarding access to the site. Commissioner Heitel requested a description of the wash area. Commissioner Barnett asked about the setbacks on the scenic corridor and the depth of the parcel under consideration.

Mr. West addressed the meeting. Highlights of his presentation included a site plan. He addressed grading, drainage and flooding issues for the site. He noted that the maximum height for offices under the proposed zoning is 18 feet, lower than the 24 feet permitted for residential property under the current zoning.

**APPROVED**

Vice-Chairman Steinberg asked Mr. West about access to the site. Mr. West replied that the developer intended to go beyond what staff has recommended in order to alleviate traffic backing up. A discussion followed regarding parking spaces. Commissioner Heitel queried whether any consideration had been given to designing the buildings with a more residential appearance. Mr. West presented elevations of the proposed designs.

Commissioner Steinke asked staff if they knew why Carefree Highway curves at that location. Mr. Wauwie undertook to research the answer and report back to the Commission.

Mr. Carl Kuelto, a full-time Terravita resident and charter member of the American Planning Association, expressed support for the project. He opined that if the General Plan is not amended, the existing residential structures on the property would eventually be replaced by larger residential units, which would increase the population in the area. There are plans to build major institutional facilities in the area including the Mayo Clinic Hospital, Paradise Valley Community College, and a YMCA. These developments will generate additional demand for office space and this amendment to the General Plan could fill that demand.

Mr. Norman Surratt, a Terravita resident, expressed support for the project. The proximity to the highway makes the property more suitable for offices than homes.

Mr. Robert Berry, a Carefree resident, expressed opposition to the project. He took issue with the proposed traffic pattern. He felt that commercial was not needed in the neighborhood, and noted that the developer had proposed various commercial plans for the parcel over the past months.

Mr. Arne Markland, a Terravita resident, expressed opposition to the project. He felt the economic benefit to the community would be negligible. He questioned the need for more office space, noting the existence of empty office space in the area and adding that other Terravita residents were opposed to the project.

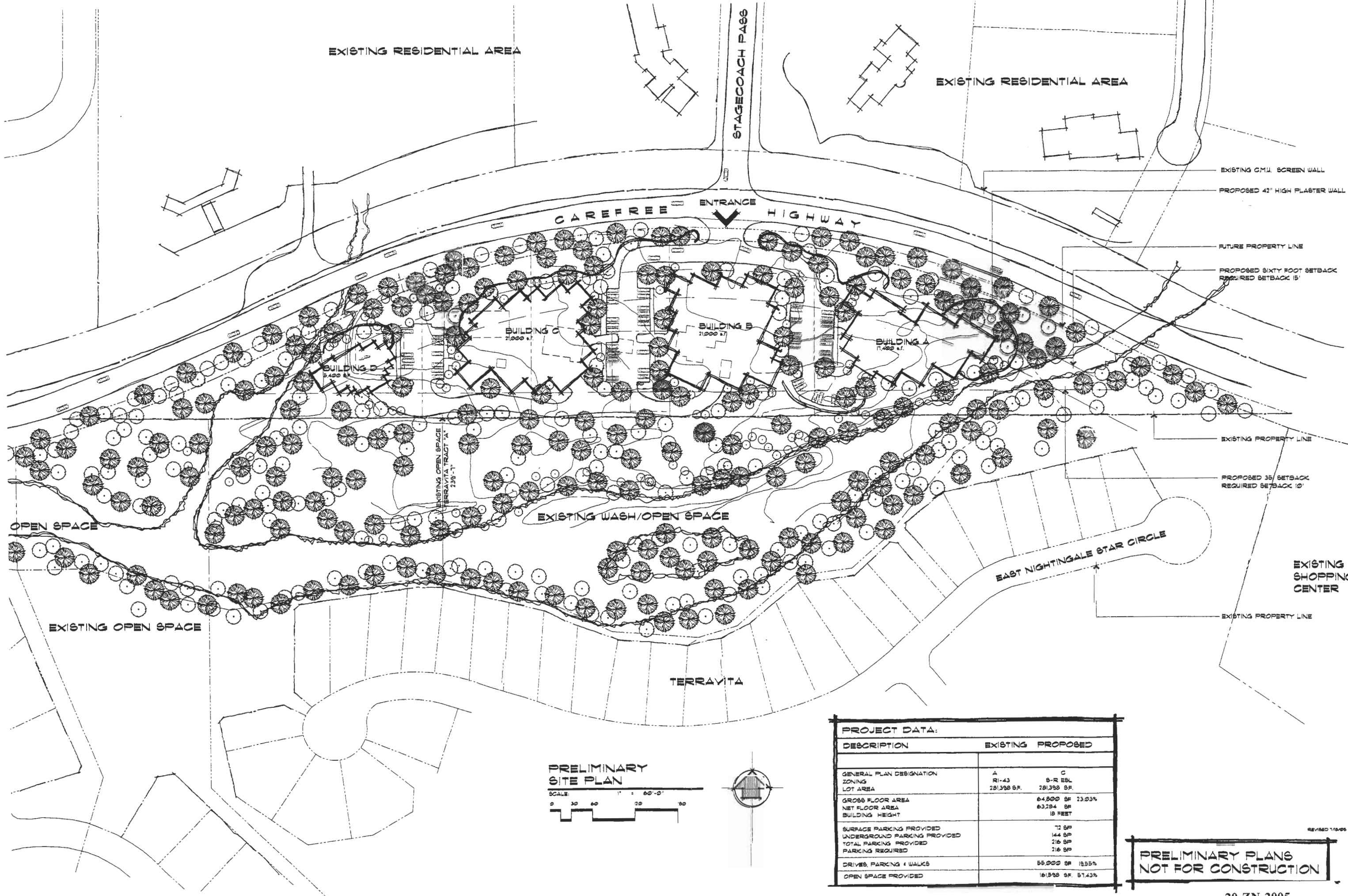
Ms. Jean Markland, a Terravita resident, expressed opposition to the project. The curve in Carefree Highway has already created a traffic problem. The major wash which runs along Carefree Highway and through the site causes major flooding of the road. She opined that the road curves there because of unstable land near the wash. There is no need for additional commercial or office space in the area.

Ms. Nancy Christman, a Terravita resident, expressed opposition to the project. She described well-attended community meetings where overwhelming opposition to the project has been expressed. Petitions and individual correspondence and e-mails have been sent to the Commission. She expressed clearly that the Terravita residents she has spoken with, especially on the north side, are strongly opposed to the project.

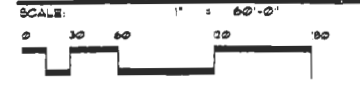
Vice-Chairman Steinberg asked staff about the parking standard and traffic safety given the curve in Carefree Highway. Mr. Kercher said that a traffic study was under way for the project. They would take a hard look at this issue. The curvature in the road is generally in conformance with City standards for a minor arterial road.

The regular meeting of the Planning Commission recessed at 8:18 p.m. and reconvened at 8:37 p.m.

**APPROVED**



**PRELIMINARY  
SITE PLAN**



| PROJECT DATA:                |              |                   |
|------------------------------|--------------|-------------------|
| DESCRIPTION                  | EXISTING     | PROPOSED          |
| GENERAL PLAN DESIGNATION     | A            | C                 |
| ZONING                       | R1-43        | S-R EBL           |
| LOT AREA                     | 281,398 S.F. | 281,398 S.F.      |
| GROSS FLOOR AREA             |              | 84,800 SF 23.03%  |
| NET FLOOR AREA               |              | 63,284 SF         |
| BUILDING HEIGHT              |              | 18 FEET           |
| SURFACE PARKING PROVIDED     |              | 12 SP             |
| UNDERGROUND PARKING PROVIDED |              | 144 SP            |
| TOTAL PARKING PROVIDED       |              | 216 SP            |
| PARKING REQUIRED             |              | 216 SP            |
| DRIVEWAYS, PARKING & WALKS   |              | 55,000 SF 19.55%  |
| OPEN SPACE PROVIDED          |              | 161,598 SF 57.43% |

**PRELIMINARY PLANS  
NOT FOR CONSTRUCTION**

REVISIONS:

| DATE    | DESC | BY  |
|---------|------|-----|
| 1/1/05  | BLDG | SAU |
| 1/18/05 | BLDG | SAU |

**PRELIMINARY  
SITE PLAN**

SAM J. WEST III, ARCHITECT AIA  
ARCHITECTURE AND PLANNING  
846 NORTH HAYDEN ROAD, SUITE J-10  
SCOTTSDALE, ARIZONA 85258  
PHN. 480.954.5718  
FAX. 480.954.5718

NEW NEIGHBORHOOD CENTER:  
**WINDMILL PASS**  
6893 EAST CAREFREE HIGHWAY SCOTTSDALE, ARIZONA

SHEET NUMBER:  
**A-01.1**  
OF 1 SHEETS